

Lands For Sale.

LOTS IN KING STREET TRACT, from \$1,400 to \$1,250 a lot, formerly known as G. N. Wilcox's premises.

TWENTY LOTS IN MANOA VALLEY, formerly Montano's Tract, \$2,500 a lot.

FOUR HUNDRED LOTS IN KAIULANI TRACT, from \$200 to \$250 a lot.

FIFTY LOTS IN KEEKI TRACT, opposite Makee Island \$600 a lot.

ONE HUNDRED LOTS IN KAPIOLANI TRACT, at \$500 a lot.

Etc., Etc.

For further particulars apply to

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RICH LAND —IN— Central Kona FOR SALE

By order of REINNE RODANET, Trustee, I offer for sale those certain parcels of land situate at Onouli, South Kona, Island of Hawaii, described in Royal Patent (Grant) No. 1162 to F. O. Schulze, and containing 174 acres. Royal Patent (Grant) No. 2362 to Awahua, and containing 739 75-100 acres, situate at Keopuka and Onouli, Island of Hawaii.

This is a tract of land of over 913 acres, situated in the most fertile and richest portion of the Island of Hawaii. It faces the new Government road, extends to the sea, and is five minutes' walk from Kealahou Bay, by way of the old Government road which runs through the property. Portions of the land are already under cultivation.

This tract is so situated that it is about midway between Kailua and Hokena, and five miles from Napo-poo, three most important ports of the Kona district. It has sufficient elevation, running up to fourteen hundred feet, to be particularly healthful, and its soil is well adapted to the growth of sugar cane, coffee, fruits, dairying, or for the promotion of diversified farming.

Occupants of this land have easy access to several ports for export, and with the advent of the Kona Railroad will find themselves in close communication with the thriving City of Hilo. This, of course, affords a splendid opportunity for the exporting of farm products to the California markets.

With the revival of the Kona Sugar Co., considerable portions of this land can be successfully planted to sugar cane.

This is one of the most splendid opportunities for a good investment that has been put upon the market for a considerable period of time.

Further particulars of
JAMES F. MORGAN,
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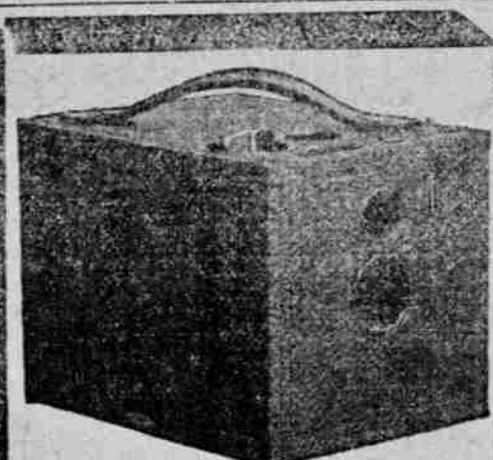
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Proprietors.



MARCUS ISLAND IN HANDS OF JAPS

If Captain A. A. Rosehill, the King of Marcus Island, hopes to gain possession of his kingdom in the far Pacific, he will probably have to secure the services of an American warship when he lands, for there are probably a small army of Japanese on the island ready to resist all attempts to oust them from the place.

In fact, it is more than probable that the present expedition to Marcus Island will not be productive of much profit to the company, as it would not be in the least surprising if Captain Rosehill were not forced to turn around after he makes Marcus Island, and return to Honolulu without even as much as setting his foot on his property. From information which Captain Rosehill received in San Francisco during his recent visit there, it is more than likely that Marcus Island will become the subject of international correspondence between the United States and Japan, before Captain Rosehill's company can begin to operate the guano deposits.

When Rosehill took possession of the island years ago, there was absolutely no one residing on it, nor were there any evidences of people ever having lived on the place. Within recent years, however, the Japanese have evidently seized the island for about four months ago they made a very positive demonstration of their presence. This incident occurred to Captain Sheridan, the commander of the transport vessel near the island, decided to run over close to it, in order to adjust and regulate his navigating instruments. He went ashore with a small party, and to his surprise, was met by about twenty Japanese, who ordered the crowd off the place. Some of the Japanese carried guns and they acted as if they intended to use them. One of the Japanese who could speak English, showed Captain Pierce a document evidently from the Japanese government, which, in the eyes of the Japanese, gave them the right to order any body off the island.

Pierce explored the island and saw unmistakable evidence that the Japanese had established a settlement there. Houses had been built and wells sunk. Pierce warned Rosehill when the latter was in San Francisco outfitting the present expedition to Marcus Island, that if the Japanese were still on the island, and they had no doubt been increased by fresh laborers, they would certainly make trouble for Rosehill if he attempted to land, much less take possession of the island.

Rosehill went ahead with securing his outfit and came to Honolulu. It was first decided by his backers that he should take a couple of white men and a few laborers and leave them on the island and bring away a few tons of samples of the fertilizer. If the Japanese were in possession of the place and refused to permit him to land, he was to sail at once to Manila or Yokohama and try to get a United States warship to accompany him to Marcus Island and eject the squatters. Subsequently it was decided that it would be wiser for him to return to Honolulu if the Japanese refused to permit him to land, so he will do so if there is any opposition.

Rosehill says that he is not going down to have any fight with the Japanese. If they will not let him land he will come home at once. In such an event, the matter will be taken to the authorities at Washington. Rosehill's title to the island has been recognized by the United States Government, which also claims sovereignty over the island, so the State Department will probably have to put Rosehill in possession.

A meeting of the company will be held on Monday, when the various details of the business will be discussed. Rosehill will probably sail with the schooner Julia E. Whalen next Wednesday. He will make the round trip in about four months.

Loses Good Officer.

The Inter-Island Steam Navigation Company lost a very efficient and popular officer yesterday when Captain J. S. Greene, formerly master of the steamer Iwaki, sailed on the Zealandia for San Francisco. Captain Greene goes to engage in deep water sailing for he has closed his career as an island navigator. He will go directly from San Francisco to New York to join the steamship Nebraska of the American-Hawaiian S. S. Company's line as chief officer. The Nebraska is one of the vessels which the American-Hawaiian company is having constructed for use on the local run between San Francisco and the Hawaiian Islands. She will be out in San Francisco ready to go into commission some time next October. Captain Greene will accompany her on that occasion. He was in the employ of the Inter-Island company for seven years.

Sailing of American.

The S. S. American will be loaded by next Tuesday and will then sail for Kahului. She takes 3700 tons of sugar from various Oahu plantations. At Kahului she will receive an additional 2300 tons and on July 13 sail for Hilo. She is to take 2000 tons at Hilo, making her total cargo 8000 tons. She sails from Hilo July 16 for the Atlantic seaboard.

ZEALANDIA GOT AWAY ON TIME

Promptly at 6 o'clock last evening the gangway of the S. S. Zealandia was lowered and the vessel backed out into the stream and got under way for San Francisco. She carried a much larger passenger list in both the cabin and steerage than had been expected, some of those who could not get away the day previous on the Moana, leaving on the Zealandia.

The band was in attendance and played until 4 o'clock. But the retirement of the band did not draw the people away from the Oceanic wharf. The boat was crowded with visitors up to the last minute, several attempts having to be made before the decks of the vessel were finally cleared of people who were not passengers.

Captain Dowden, the commander of the vessel, had been ill for some days past, but he was able to take the vessel out. The trip to San Francisco will probably be made in about seven days and twelve hours, which will get the boat into San Francisco the morning of July 11, next Friday.

Miss Gurney and Miss Clara Gurney were passengers on the Zealandia for the Coast. They will be absent about eight weeks visiting San Francisco and camping in the mountains of California.

Mrs. Andrews was also a passenger for San Francisco.

A number of Japanese took passage in the steerage for the Coast. Every one of them carried about half a dozen bottles of soda water strung from his neck, some one evidently having told the Japs that soda water was a good remedy for seasickness.

KILAUEA'S LAMP GOES OUT

The steamer Mauna Loa arrived exactly at noon yesterday from her regular Lahaina, Maalaea, Kona and Kauai run. Captain Simerson deserves much credit for getting his vessel in ahead of time, as she was not due until early this morning. It was through the special efforts of Captain Simerson and his crew in working at nights, that the boat was enabled to get here yesterday. Under ordinary conditions, it would have been hard enough for the boat to have made the record, but when the fact that there was a perfect hurricane blowing along the Kauai coast during the boat's entire stay there is considered, the performance is all the more creditable.

Purser Simerson brings news that the volcano is subsiding. Mrs. Waldron telephoned to him at Kailua Wednesday that the fire had apparently gone out in the crater. The smoke was still pouring out of Kilauea in dense volumes, however. The general opinion of those who came from Hawaii was that the threatened eruption was not likely to occur.

A good sized number of passengers came on the Mauna Loa from various ports. She brought an unusually large amount of general freight. Her freight list shows the following: 5089 bags of sugar, 22 bags of coffee, 79 bags of taro, 40 bags of awa, 80 bundles bananae, 37 kegs butter, 48 crates of fruit, 8 barrels of molasses, 24 bundles hides, 37 pigs, 4 cows, 4 calves, 23 head cattle and 179 week-ages sundries.

As soon as the vessel arrived and the passengers had gone ashore, the boat went over to the cattle pen by the Railway wharf, to discharge the stock, after which she returned to the Inter-Island wharf and the men started to unload the general cargo. She will discharge her sugar tomorrow. The Mauna Loa will sail as usual at noon of next Tuesday on her regular run.

Saw a Strange Bark

Captain Tullett of the steamer James Makee, which arrived yesterday morning from Anahola, Kilauea, Kalihwai and Hanalei, sighted a three-masted bark standing off Kaula Wednesday night. He could not make out the vessel's identity. It was suggested that perhaps this bark was the overdue training ship Mohican, which is now out forty-four days from Yokohama, bound for Honolulu. Kaula is the island the Mohican would be the most apt to make on her present trip, en route to Honolulu. She is a three-masted bark rig.

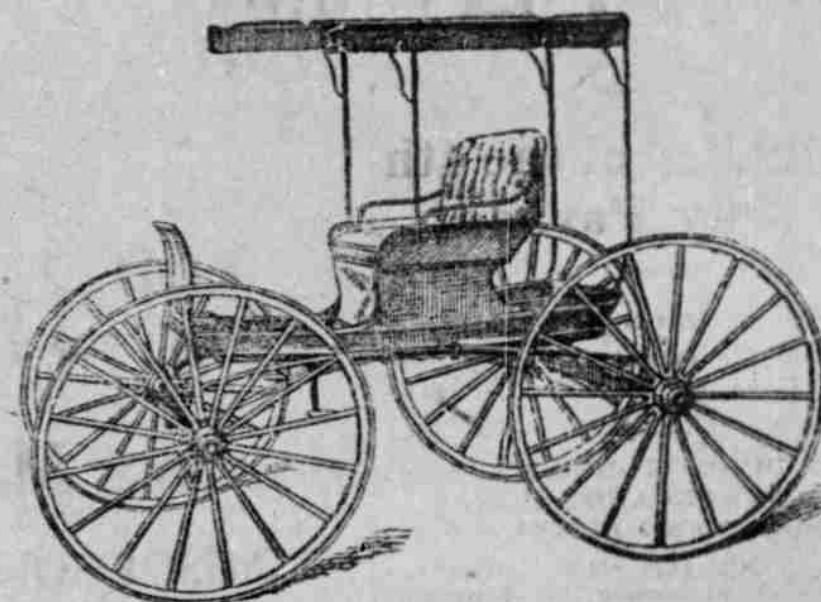
The James Makee brought back 2492 bags of sugar, 28 bags of rice and 6 packages of sundries yesterday from Kaula.

Owing to the weather being so rough the Makee could not get into Kapaa this trip. The weather all over Kaula has been generally very rainy.

Captain Gibbons Departs.

After being in port for a number of weeks, Captain Gibbons, master of the British bark Fannie Kerr, which he had to abandon at sea, left yesterday on the Zealandia for San Francisco, pursuant to the orders from his employers. Captain Gibbons waited here until ordered away, as he thought that there was a possibility that the underwriters might wish to send out an expedition to try and recover the abandoned vessel. The underwriters evidently did not consider the expedition a wise one, but decided to pocket their loss and let the Kerr drift wherever the wind and sea chose to take her. The balance of the Kerr's crew went to Victoria day before yesterday on the S. S. Moana. Captain Gibbons made many friends during his visit in Honolulu.

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